

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
JAPANESE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

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THE
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FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,244. 號四十四百二千六萬一第 日九初月四年二統宣 HONGKONG, TUESDAY, MAY 17TH, 1910. 二拜禮 號七十月五年十一百九千一英港香 PRICE, \$3 PER MONTH.

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AT
\$10 PER MONTH.

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CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

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A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$34,054,152.00
Assets ... 7,114,490.08
Income for Year ... 3,073,834.81
Total Security to Policyholders 7,883,852.53

LEFFERTS KNOX, Esq., Hongkong, Can-
District Manager, ton, Macao
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District Secretary, Philippines.
a1472 At WAXANDA BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. a1451

DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.
1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. a364

SIEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. a432

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CABS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. a1476

C. LAZARUS & CO., 60 & 61, BENTINCK STREET, CALCUTTA.

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Manufactured in CALCUTTA of TIMBER which has been
THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

C. LAZARUS & CO., CALCUTTA.

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD, CENTRAL.

PHOTO GOODS of every description.
KODAKS & KODAK FILMS.
DEVELOPING & PRINTING
A SPECIALITY. a1465

LANE, CRAWFORD & CO.

(TELEPHONE 97).

BATHING SEASON.

A.S.A. SWIMMING COSTUMES

(IN BLACK AND NAVY).

BATHING COSTUMES

(IN SINGLE OR TWO PIECES).

LADIES' BATHING DRESSES, TOWELS, BATH ROBES.

LANE, CRAWFORD & CO.



BOORD'S OLD TOM AND DRY GIN.

TELEPHONE No. 75.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL.

PEARSON'S HYCOL

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal Life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.
5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products
(in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then com-
pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing
Properties and at the true value of a Genuine Disinfectant Fluid.

SOLE AGENTS for HONGKONG,
DODWELL & CO., LTD., SOUTH CHINA and JAPAN
For Pearson's Antiseptic Co., Limited.

a1133

TRADE MARK CUTLER, PALMER & CO.,



WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

LONDON ADDRESS:
3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★★★

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"IMPERIAL WHISKY"
A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.

WHISKY, PALL MALL

"JOHNNIE WALKER'S

OLD HIGHLAND

WHITE LABEL

"C. P. & CO.'S SPECIAL

BLEND

PORT WINE, INVALIDS

"DOURO

"SHERRY, LA TORRE

"AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

PRICES
ON
APPLICATION.

NOTICES OF FIRMS

NOTICE.

WE have This Day Established our
Hongkong Branch, with Offices in the
HONGKONG HOTEL BUILDING, Des Vaux
Road, and have admitted as a partner to this
said Branch, MR. DENIS EWART
DONNELLY, under whose management the
business will be conducted.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 6th May, 1910. a141

NOTICE.

THE UNDERSIGNED are GENERAL
REPRESENTATIVES throughout the
FAR EAST for the following Firms:
ACKERMAN-LAURANCE (Estbd. 1811), Cham-
pagne Shippers, St. Hilaire, St. Florent,
France.
JAMES BUCHANAN & Co., Ltd., Scotch
Whisky Distillers, London and Glasgow.
CUNNING, DOBSON & Co., (Estbd. 1804),
Claret Shippers, Bordeaux.
DENIS, MOUNIE & Co., (Estbd. 1838), Cognac
Shippers, Cognac.
EDGEELL & HUTCHINSON, Wine Shippers,
London.
FOSTER & SONS, LTD. (Estbd. 1829), Beer and
Stout Bottlers, London.
HUNT, ROOPE, TEAGUE & Co. (Estbd. pre-
viously to 1735), Port Shippers, Oporto
and London.
HUMPHREY, TAYLOR & Co., (Estbd. 1770),
Liquor Distillers, London.
MARTIN & ROSSI, Largest Vermouth Manu-
facturers in the World, Turin.
MEUX'S BREWERY Co., LTD., (Estbd. 1764),
Beer and Stout Brewers, London.
TANQUERAY, GORDON & Co., (Estbd. 1769),
Gin Distillers, London.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 6th May, 1910. a15

NOTICE.

IN connection with the above advertisements
we have This Day Appointed Messrs.
LANE, CRAWFORD & Co., RETAIL AGENTS
for the Sale of the above Wines and Spirits, to
whom all enquiries should be addressed.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 9th May, 1910. a18

NOTICE.

HAVING This Day been Appointed by
Messrs. GARNER, QUELCH & Co.,
RETAIL AGENTS for the Sale of the above
Wines and Spirits, we are prepared to supply
same at Reasonable Prices. Every Article
mentioned on our Wine and Spirit Price List,
which will be supplied on application, is
BOTTLED IN EUROPE by the Shippers.
LANE, CRAWFORD & Co.,
Hongkong, 9th May, 1910. a19

EASTERN EXTENSION TELEGRAPH
COMPANY, LIMITED.
MR. W. SWAN will be in Charge of the
Company's Business at this Port from
To-day and until Further Notice.
J. M. BECK,
Superintendent.
Hongkong, 16th May, 1910. a139

NOTICE.

HAVING assigned my Share and Interest
in the UNION TRADING Co.,
No. 34, Queen's Road Central, to Mr. LO IP
SHING, Notice is Hereby Given that my
Responsibility in the said Firm CEASED as
from the 1st May, 1910.
LO YOK KEE.
Hongkong, 4th May, 1910. a134

FOR SALE

FOR SALE.

STEAM Launches, Steel Lighters, Wooden
Lighters, Steam Cranes (travelling and
stationary), Steam Hoists, Lidgerwood Steam
Pile Driver, Diving Pump and Dress, Hand
Grabs, Capstain, Hand Winches, Driving
Pulley, Bolts and Nuts, Hook Bolts, Clutch
Bolts, Barrel Bolts, Galvanized Spikes, Pile
Shoes, Chain Hoists, Iron and Brass Screws,
Differdange Piles, Rolled Steel Joists, Steel
Channels, Corrugated Iron Roofing, Roofing
Washers, Angle Iron, Cast Iron Columns
(suitable for building construction) White-
washing Machines, Canvas Sewing Machine,
Patent Fire Escape "Wells" Light,
"Kerosene" Light, Acetylene Lamp, Hand
Pump, Theodolite and Leveling Staff, Roneo
Duphaster, Comptometer, Telescope (on tripod),
Office Desks and Cupboards.
Apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th May, 1910. a156

NOW ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. a136

FOR SALE.

REMAINING Portions of MARINE
LOTS 31 and 36, at PRATA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRATA EAST, HONGKONG.
Hongkong, 8th June, 1906. a168

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Stockholders and Shipchandlers. Nos. 35 & 37,
Hing Loona Street, (2nd St., west of Central
Market). Telephone No. 515. a149

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. a1546

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
a35] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. a1563

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A THOROUGHLY FIRST-CLASS AND
UP-TO-DATE HOTEL.

SITUATED in the most central position.
Large and airy Rooms. Hot and Cold
Water Baths. Gas and Electric Light.
Cuisine entirely under European Supervision.
Private Bar and Billiard Room. Monthly
Rates for Tiffin and Dinner. Terms moderate.

FREDERICK REICHMANN,

Proprietor and Manager,

(late Manager of J. LYONS & Co. (Troadero)
leading Caterers in London, and of the
GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.

Hongkong, 16th April, 1910. a1542

"KINGSCLERE." PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

Telephone No. 134.
Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
a37] Proprietress, Mrs. G. SACHSE.

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns. Large airy
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 650.
Apply to—
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. a135

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
Two steamers (s.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

a213] THE MANAGER

VICTORIA HOTEL SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRAND
Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given to
Tourists.

REASONABLE RATES.

WM. PARKER
Proprietor.

a1623]

INTIMATION



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS

AERATED WATERS

THIS SEASON'S PRICES:

| | PER DOZ. |
|-----------------------------|-----------|
| SODA WATER | 50 cents. |
| SODA WATER (Bottle bottles) | 60 " |
| POTASH, SELTZER & B. P. | |
| SODA | 60 " |
| LEMONADE | 65 " |
| TONIC WATER | 75 " |
| LITHIA WATER | 75 " |
| GINGER ALE | 75 " |
| SARSAPARILLA | 75 " |
| ORANGE CHAMPAGNE | 75 " |
| LEMON SQUASH | 75 " |
| RASPBERRYADE | 75 " |

SPECIALITIES:

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|--------------------------------|-----------|
| STONE GINGER BEER | 85 cents. |
| DRY GINGER ALE | |
| Pints \$1.00; Splits 60 cents. | |
| LIME FRUIT CHAMPAGNE | |
| Pints \$1.00; Splits 60 cents. | |

Bottles will be charged for at the Rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO., LIMITED,

HONGKONG, CHINA & MANILA.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Code: A.B.C. 5th Ed. Lieber. P. O. Box, 84. Telephone No. 12.

BIRTHS.

On May 9th, at No. 1, Avenue Road, Shanghai, to the Rev. and Mrs. C. F. McRAE, a son (Cameron Farquhar).

On May 10th, at Shanghai, to Mr. and Mrs. G. BURTON FAYE, a daughter.

MARRIAGE.

On May 12th, at H. B. M. Consulate, Shanghai, before Sir Polkman Warren, K.C.M.G., and afterwards at Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., CHARLES GORDON KIRK to FLORENCE MACDONALD, only daughter of A. G. E. Leppers, Shanghai, late of Yokohama.

DEATHS.

On May 12th, at the Shanghai Nanking Railway and District Hospital, Shanghai, ELEANOR ROGERS, the beloved wife of James Shaw Rogers, aged 32 years.

On May 12th, at Shanghai Marie Louise, beloved wife of the Rev. WALTER ROBBINS, C.M.S., Ningpo.

At the General Hospital, Shanghai, on May 10th, M. W. TRIFFERBERG.

At the General Hospital, on May 11th, HENRY, the infant son of OSCAR and POLATHEA WICKER.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 17TH, 1910.

"CHANGING CHINA" is the title of a new book on the Celestial Empire from the pen of Rev. Lord WILLIAM GASCOYNE-CECIL. It deals with the changes occurring in China as a result of the pressure of the Western Powers upon the Chinese people, but more particularly does it concern itself with the intellectual and religious development of the Chinese and the necessity for giving a right direction to their acquisition of Western learning. To sum up in a sentence the object of the book, it is an eloquent plea by a deeply religious man for the

establishment of a University which will supply native teachers and preachers of Christianity and a laity imbued by Christian ideals to resist the materialism so prominent a growth of the Western world. Lord WILLIAM GASCOYNE-CECIL has divided his book into three sections—"China in Transition," "Religions of China and the Missionary," and "The New and the Old Learning." In its compilation, he has been assisted by LADY FLORENCE GASCOYNE-CECIL, and he acknowledges the aid of numerous writers on China. It is obvious that many of his present-day facts are obtained at second hand mainly from workers in the mission field, but all his facts, as well as some assumptions, are made subservient to his plea that a Christian University is necessary to direct China's adoption of Western civilisation. "Confucianism must fall before Western materialism," he writes. "I do not speak of Buddhism, for that is falling so quickly that its influence may be said to be almost gone. China will be stripped of religion, robbed of her old ideas, and not clothed with new ones, wandering into all the misery and humiliation that vice and sin can bring upon mankind, till the course of her millions in misery will go out against the harsh unfeeling West, who could leave her thus blind and helpless without a guide." That quotation is sufficient in itself to indicate to our readers the author's attitude as to the responsibility (or self-interest) of the West for the future of China's four hundred millions, their intellectual equipment and moral and religious education. With most of his aspirations it is possible to agree. While we must acknowledge the fact that some of the Western nations which profess most the Christian religion are amongst the most decadent, no one who has studied history will deny that Christianity has been one of the greatest—if not the greatest—of the world forces that have moulded our modern civilisation, and this in spite of the dark deeds done in its name in the earlier periods of the Christian era and ever since. There is a tendency, however, on the part of the author (unintentional, perhaps) to assume that all that is evil in China is due to Western influence. We think we may take it as true that that intercourse is not responsible for the corruption that prevails throughout official China, nor for the debasement of the currency, nor the difficulty of trusting Chinese in such positions as the command of a ship, nor the cruelties perpetrated in the name of Chinese justice, nor for human sacrifices and many other deplorable features of life in China. There is quite as much original sin in China as in any Western nation. The social evil, for instance, did not make its advent with the European settlers in the country, as an ignorant reader might imagine from a perusal of the chapter on "The Women's Question." Take the following as an example: "A far darker side to the introduction of Western ways is the gradual naturalisation of the social evils of the West. LADY FLORENCE had the privilege of seeing some of the rescue work undertaken by devoted missionary ladies in Shanghai. Being an open port, this town, in common, I believe, with the other semi-Westernised ports of China, bears a very bad character as regards purity of morals. The advent of the foreigner has done nothing but harm in this respect. Wonderful and horrible though it may seem, the vice mart exists in the p.rts mainly in connection with the foreigners, who appear to have shown the way to the Chinese. . . . The scenes in this street (Poochow Road) as night falls are a sad witness to the ill-effect of Western ideas without Christianity." This is scarcely a fair presentation of the case, but we do not allow our indignation at Lord WILLIAM's presentation of it to prejudice us against the excellent rescue work of the missionary ladies nor to dry up our sympathy for the poor victims and our praise for their rescuers. We refer to it only as an instance where Lord WILLIAM GASCOYNE-CECIL, in his anxiety to advocate Christian moral teaching, has allowed his judgment to be warped and has overstrained the evil consequences of Occidental contact with Oriental manners and customs and ways of thought. In the first portion of his book, Lord WILLIAM discusses the causes that have awakened China, what China means to the world, the foreign relations of the country, the weak side of Chinese civilisation and its good features, railways and rivers, the cities of China, the opium question, the women's question and Chinese architecture. Those who read his letters to *The Times* will have been prepared for the present work, for though it may not contain much that is new to the European resident in China, at least it presents some old facts in a new light or recalls to notice characteristics which long familiarity has rendered

less obvious. He writes enthusiastically over Chinese art and praises Chinese architecture—"though," he says, "her excellence is not admitted either by the foreign resident or even by the native student." In certain forms of architecture, he goes on to say, "she is unequalled. Yet when the Westerner comes to China, he glories in bringing with him Western architecture, indifferent as to whether it is suited to the climatic conditions or is in itself beautiful. Take, for instance, the English churches of China. Could any form of architecture be less suited to a country like China, where the sun is frequently oppressively hot, than Gothic architecture? If antipathy to the Chinese necessitated a Western type of building, Italian or even Romanesque architecture might be selected, and a building with a massive roof supported on solid arches might resist the rays of the sun. But why not accept the Chinese architecture as eminently fitted for the climate? This is a point we may leave for the consideration of those it more intimately concerns, but it might well be considered by those gentlemen responsible for the unpicturesque, pigeon-hole form of architecture so common in Hongkong and the Treaty Ports. Surely Western utilitarianism will admit that where it is at all possible the best in Chinese architecture might be preserved, if not in the purely European settlements, at any rate in Chinese cities, and especially in the public edifices likely to arise as a result of Western civilisation. In opening the second portion of his book, Lord WILLIAM writes: "The real power of a nation lies in its religion; other motives inevitably tend to egotism, disorganisation, and national death, and China is no exception to the rule; the strength and the weakness of China lies in her religion and in its absence." There are few nations who set less store by the outward observance of religion, and yet there are few nations with a greater belief in the supernatural. The commercial man will tell you that the Chinese are materialists—people who have no faith; and yet with glorious inconsistency, he will explain that the difficulty of using Chinese labour abroad is that even the commonest coolie demands that his body shall be repatriated and shall lie in some place which will not hinder his son doing filial worship to his spirit. The whole question of what the race believes is rendered more difficult of comprehension to a Westerner by the confused nature of that belief, and is complicated by the characteristic of the Chinese of mixing all religions together regardless of their natural incongruity." He then proceeds to deal with religions in China, Confucian philosophy and Western culture, the Roman Catholic and other missions in China, with a separate chapter on medical missions, the affect of Western literature in China, the missionary movement in Korea and Manchuria, and the future of Christianity in China. Before summarising his views in the latter chapter, it is interesting to note that the author quotes the well-known incident of "a very able Jesuit" interpolating two clauses in the Chinese version of the French treaty with China which secured the status of the Christian missionary in the country, and that he does so without a word of condemnation for the "pious fraud." Presumably he believes that the end justified the means in this instance of dissimulation and deceit! Yet it does not redound to the credit of Christianity, the morality it teaches or the superiority it assumes over all other faiths. It is the belief of Lord WILLIAM, as it must be of all Christian missionaries capable of taking a broad view of religion as a thing apart from mere creeds and dogmas, that in course of time the Western missionary will pass out of existence with the rise of a Chinese Christian ministry. Those of us who can look on unprejudiced at the work of the Christian missions in China can only marvel at the faith that believes in a united Christian Church in China as an outcome of the presentation of Christianity by such a diversified body of devoted men and women. There is not only "the great rent which divides Protestant from Roman Catholic," but the divisions and sub-divisions in those who profess the reformed faith. Evidently, the author believes that Unity is possible in converted China, and that it will adopt a ritual and administration suited to its environment and the national character. He is certainly fearful of the future. But after saying that "to preserve Christianity in China from future dangers, not only is union necessary, but a well-ordered Church bound by creeds respecting tradition, which shall embrace all those Christians by whomsoever they have been converted who love the name of our Lord Jesus Christ," he concludes "that the discord that reigns between Christian and Christian, between race and race, between class and class, is not the will of the Creator, but is the result of the

national sins of the white races. The Far East, with its greater power of unity, may illumine the West with a higher conception of this great virtue, and the world may be a far holier and happier place when the yellow race has preached to the world the great doctrine of peace on earth and goodwill to men." In plain Saxon English, China is to work a miracle in Christendom! We have left ourselves very little space in which to deal with the author's manifesto for the Christian University, which, on the advice of the great CHANG CHIAI-CHANG, is proposed to build in the neighbourhood of Wuchang. There is, of course, much to be said in praise of what the missionaries, and especially the American missionaries, have done to spread a knowledge of Western subjects amongst the Chinese. Excellent as it is on paper, like some other things in the Chinese polity, the Government educational system has little to commend it, and the insight Lord WILLIAM gives of an educational institution established under the new régime at Nanking makes us doubt the efficiency of the Japanese instructors in China for the work they have undertaken. The central idea in the author's mind is to make his university a substantial seat of learning, not a mere secondary school or academy, and in his opinion it is essential that the education should either be imparted in the mandarin dialect or to students who speak that dialect and are thus able to transmit the results of their study to their fellow Chinese. He refers to a Cantonese Chinaman teaching a science class in English because he did not know mandarin, and says: "It will be one of the limitations of the usefulness of the Hongkong University that the bulk of the students who attend it will be Cantonese-speaking Chinamen, and they will therefore be inefficient as teachers to the great mass of the Chinese empire. A University which hopes to produce teachers who shall teach the whole of China must be a University situated in mandarin-speaking China." Here is a thought for those who have interested themselves in the establishment of our local institution. He is good enough to say elsewhere: "The University of Hongkong will be very beneficial to the Colony, and is an example of the generosity of the merchants and citizens of that town; but as a means of naturalising the higher side of our civilisation it labours under the great disadvantage of not being either in China, nor under the Chinese flag, nor of speaking the prevailing language." Having set his mind upon a University under mission influence and direction, he brushes aside the suggestion that the Hongkong University should be amalgamated with the proposed University at Wuchang, and gives the reasons that guided the Committees at Oxford and Cambridge in supporting the Wuchang project and the appeal for funds to establish it. The idea, as is probably well known to some of our readers already, is to found a University acceptable to all elements of Christian teachers. Lord WILLIAM writes: "The foundation of this University cannot, for two or three reasons, be left to one body. In the first place, no one communion will be rich enough to undertake such a work; secondly, it might cause a certain narrowness of atmosphere; thirdly and chiefly, co-operation among Christians would afford an object-lesson to the Chinese of the real unity there is between them. We are constantly twitted with the fact that we confuse the heathen by professing the religion of love and then setting before them a mass of warring sects. If we can unite in the founding of such a University, we shall show that though we see the Christian truth in different aspects we have agreed that truth is one, and have in spite of our divisions a fundamental unity." The scheme outlined by the Joint University Committee encourages the formation of denominational hostels, which shall be under the control of individual missionary bodies, and which shall form colleges at the University; and while the University alone would concern itself with giving secular teaching from a neutral standpoint, the colleges would give Christian teaching to their pupils. In this way, it is expected that all conflict between the missions will be avoided, while the present mission schools would feed the University with pupils. The scheme is most certainly a grand one, but whether it will be successful in stemming the tide of materialism may be doubted. That, however, like the Christianising of China, is a matter for the supreme test of experience, and none of us of the present generation could see its realisation. We have shown how hopeful Lord WILLIAM GASCOYNE-CECIL is of a United Christian Church in China reacting upon a divided Christendom, and since faith is said to remove mountains it may be expected to be strong enough, even in this materialistic age, to remove mountains of doubt. The book provides food for thought of all who are interested in China and her future among the nations.

The British Minister to China arrived in London on leave on April 25th.

Yesterday, being Whit-Monday, was observed as a holiday in the Colony. Water excursions were popular.

A Japanese expedition which some time ago started out to cross the island of Formosa has just accomplished its task, and reports that a railroad is feasible.

The new book entitled, "Changing China," referred to in our leading article to-day, is published by James Nisbet & Co. Limited, London.

At the Magistracy yesterday Mr. J. R. Wood sentenced a native to fourteen days' imprisonment for being in unlawful possession of 14½ lbs. of copper nails.

A Chinese from Rangoon was arrested on the str. *Glenogle* on Sunday on a charge of abducting a boy from Rangoon. He will appear at the Magistracy later.

In the new Chinese Cabinet there will be five bureaux, namely, Legislative, Compilation, Statistics, Printing and Decorations, and the Board of Civil Appointments will be included in the Bureau of Decorations.

The str. *Tjinhai*, which arrived from the Dutch East Indies on Sunday, brought 84 deportees to the Colony, and another batch of 21 arrived on the *Glenogle* from Singapore. The deportees have been quartered in the vagrants' home at Tsimshatsui, and will be forwarded on to their homes in China shortly.

The fire at Aomori, which we announced in our telegraphic column on the 4th inst., devastated two-thirds of the city (8,000 houses being destroyed), and 30,000 persons were rendered homeless, while 16 persons were burnt to death and a large number injured. The damage was estimated at some millions of yen.

Sergeant Piggett of the R.G.A. proceeded against a ricksha coolie before Mr. E. R. Hallifax at the Magistracy yesterday for demanding more than his legal fare and assaulting complainant's child. When the fare was tendered the defendant created a disturbance, and seized the child's hand. His Worship sentenced the defendant to three weeks' imprisonment.

The *Sin Wan Pao* says that for the recent riots in Changsha, Great Britain has demanded an indemnity of Tls. 30,000,000 and Japan one of Tls. 5,000,000. The Hunan officials have telegraphed to their fellow provincials in Hunan, stating that the indemnities should be paid by ex-Governor Teon and Provincial Treasurer Chuang. They base this contention on the precedent of the Mixed Court riot in Shanghai, when the Teotai was made responsible for the indemnities to foreigners.

A native on the coastal steamer *Kathleen* was arrested on Sunday for being in possession of a revolver and 100 rounds of ammunition without a permit. After hearing the case at the Magistracy yesterday Mr. J. R. Wood fined the defendant \$50, and confiscated the revolver and ammunition. Another Chinese who appeared before the same Magistrate on a charge of having in his possession 250 rounds of ammunition was discharged, his Worship not being satisfied with the evidence.

As there are over 3,000 Chinese in Panama, and Panama agreed some years ago, when appointing a Panama Consul to Hongkong, that China might also send a Chinese Consul to Panama, the Chinese Government has ordered the Chinese Consul at Vancouver to proceed to Panama as Consul-General. Most of the 3,000 Chinese there are traders, the rest coolies; but there have been many complaints of cruel treatment of both classes of Chinese at the hands of the local authorities in Panama. Hence this step.

A correspondent has been expressing a few candid truths about Siam in a Penang paper. He says: "The fact is that since the Russo-Japanese War and the recent Treaty with Britain the leading Siamese have been suffering from a bad attack of 'swelled head.' Instead of quietly devoting themselves to the steady development and exploitation of their country's resources, the extension of her trade and the attraction of foreign capital, they have set out to ape the Japanese, to cherish aspirations of becoming a 'military Power,' to dispense with European tutelage—in a word, to attempt to run before they have learnt to walk."

Judgment was delivered in the Yokohama Chibo Saibansho on the 3rd instant in the case of a "house-boy" against his late employer, Mr. B. G. Cohen, of 35, Bluff, ordering the latter to pay Y.100, or in default go to prison for 20 days, on the charge of having struck the "boy." A civil suit in which the "boy" claimed damages for injury sustained from the said blow by Mr. Cohen was also decided in the plaintiff's favour, and defendant was ordered to pay Y.61.10 in addition. Comments are made on this decision by English journals in Japan. It is stated that the judgments will be appealed against.

The *Nippon* reports that in Japanese military circles the opinion is gaining strength that in order to enforce the federation of Korea with Japan two more divisions should be sent and distributed throughout Korea. There are at present in Korea one division and a brigade. General Utagawa, President of the Oriental Colonization Company in Korea, is of opinion that the number of Japanese troops in Korea at the present time is quite insufficient to maintain peace and order in the peninsula. It is stated that upon his arrival in Tokyo shortly the General will urge upon Marquis Kato, the Premier, the necessity of increasing the Japanese garrisons in the peninsula.

TELEGRAMS.

[Protected by the Telegraph Messages Copyright Ordinance, 1884.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE JAPANESE EXHIBITION.

LONDON, May 15th.

Prince Arthur of Connaught, the honorary president, has telegraphed to Mr. Kiralfy his best wishes for the success of the Anglo-Japanese Exhibition.

UNIVERSITY MISSION TO CHINA.

LONDON, May 15th.

Lord William Cecil has arrived at Liverpool, after visiting America to consult the Educational Authorities there regarding a university mission to China. Lord William said that his visit had been most satisfactory, and there was every possibility of the mission being carried out.

M. P. UNSEATED.

LONDON, May 16th.

Captain the Hon. F. Guest, Liberal M.P. for East Dorset, has been unseated on petition on the ground that his election expenses were excessive. The other charges were not sustained.

[At the General Election he received 6,957 votes against 6,531 cast for Colonel J. S. Nicholson, the Unionist Candidate.—En.]

MOURNING THE DEAD.

LONDON, May 16th.

Yesterday evening the King and Queen Mary and members of the Royal Family attended the service in the Throne Room before the bier of the dead King. His Majesty's Guardsmen were on watch at the corners of the catafalque, and throughout the service maintained statuesque positions, absolutely immobile, with hands crossed on the butts of their reversed rifles, and heads bowed.

Crowded mourning services were held at all places of worship in London yesterday.

FRICTION IN MANCHURIA.

Collisions are reported to be still taking place between the Japanese and Chinese police at various places in Manchuria. On the 1st instant, says a Dairen dispatch to the *Mainichi*, a conflict took place at Taling in which swords were drawn and one man on each side was injured. In the neighbourhood of Taling Chinese policemen of superior ability are stationed, while the Japanese policemen sent there are only novices on probation or time-expired men. Contrary to the agreement, the Chinese policemen are attempting to drive the Japanese out of the station compounds. It would be interesting to have the other side of this dispute.

THE MONEY MARKET.

Subjoined is Messrs. Mocatta & Goldsmid's circular dated 22nd April:—
Business in the silver market has again been fairly active, although until to-day the price has remained within ½d. of 24½d. The bazars have again bought practically every day, but as China has been a free seller they have been able to fill their requirements without disturbing the quotation. To-day, however, the China rates have improved, and the selling price has advanced to 24½d., which is the highest quotation this year, and within ½d. of the highest touched during 1909. In addition to the silver which the bazars have bought in London they have been able to get a large amount direct from China.

THE OPIUM CONFERENCE.

BRITISH REPLY STILL AWAITED.

It was reported from Washington on April 19th that some irritation was felt in State Department circles over the long delay of the British Government in replying to the invitation of the United States to take part in an International Opium Conference. All the Great Powers, including China and Japan, have agreed to send delegates to the Conference, which is to be held at The Hague during the coming summer. The date of the assembling of the Conference cannot, however, be settled until the English reply is received.

TYPHOON WARNING.

From the American Consulate-General at Hongkong we received a copy of the typhoon warning despatched from the Manila Observatory at 4.30 p.m.—May 16th; noon. Cyclone or typhoon East of Northern Luzon, more than 300 miles distant, moving W.N.W. or N.W.

SHIPPING NOTES.

As an instance of the growing facilities now afforded to shippers at the port of Chiuwangtao, it may be interesting to note that the C. E. & M. S. *Koeping* and the *Yola Maru* the other Sunday loaded a total quantity of 4,390 tons of coal in sixteen hours, or an average throughout the day of 270 tons hourly. This constitutes a record at present for one day's work at Chiuwangtao.

Denmark, Sweden, and the Netherlands have joined Great Britain, France, and Germany in reciprocally recognizing load marks for shipping. An international load-line is now virtually assured. The secretary of the Baltic and White Sea Conference states that, as a result of the new load-line, the capacity of ships will be reduced by about 10 per cent.

The British-India Steam Navigation Company during the past few years have been somewhat unfortunate, having lost several vessels, reports the *Bombay Gazette*. The *Ikhara* was sunk in the Russo-Japanese war by a Russian vessel, this incident afterwards coming before the courts, when the company were awarded a considerable sum of damages. The *Camorta* disappeared with all hands off the coast of New South Wales and, more recently, the *Vadala* has run into the dock wall at Bombay, damaging the steamer *Bhadri*, and having her own bows badly lacerated.

At the Marine Court of Enquiry at Singapore into the loss of the str. *Kirkfield*, Captain Lawrie, in giving evidence, said that he passed the Royal Captain's Boat at night. He knew the China Sea directory, which recommended mariners to be very careful over deviations. Everything possible was done to save the ship. The result of the *Kirkfield* enquiry is that the Captain's certificate has been suspended for six months, but he has been granted a first mate's certificate during his suspension.

A scheme is on foot to secure the establishment by the Board of Trade of a central register of seamen. A few years ago what is known as the continuous discharge system was introduced. Instead, that is to say, of a seaman having his character and ability recorded on a single discharge-sheet at end of each voyage, he is provided with a book, in which a continuous record is made. The plan has worked fairly well, for the sailor knows that one bad entry may be to his detriment. At the same time, these continuous discharge books sometimes get lost, mislaid, or mutilated, especially when they happen to contain a disagreeable remark. If a new book is obtained the opportunity of tracing the owner's antecedents is, of course, gone, and the whole object of the scheme defeated. The present idea is that the Board of Trade might adopt a system of registration whereby it would be possible not only to identify every man in the merchant service, but officially to provide a fairly complete history of his sea career. It is pleasant to record that the continuous discharge system has already impressed seamen on British merchant ships with the value of good character, and has thus helped to raise the standard of discipline. It is agreeable also to note that failures to join a ship after signing on are diminishing each year, and that the British sailor is more in evidence in British ships than he was some little time back.

Messrs. Barclay, Curle & Co. (Limited), Whiteinch, are building two steamers for the British-India Steam Navigation Company, in addition to the two reported early this year. The vessels more recently placed are about the same size as the others—4,200 tons gross—but they will have more passenger accommodation, and they will have a speed of 16½ knots, as compared with 14½ knots. All the four vessels are intended for the Eastern service, and will trade between Calcutta and Chinese and intermediate ports. They will carry a considerable number of native passengers and also a large deadweight of cargo.

For mails and passengers the quickest route to and from Australia has for years past been by way of the Suez Canal. But Lord Crewe, as Colonial Minister, has been drawing the attention of the Commonwealth Postmaster-General to the possibilities opened up by the railway across the Andes. Given, he points out, a voyage of fifteen days to this country to Buenos Ayres, two days for the railway run across the South American Continent, and seven days for the passage from Valparaiso to Sydney, and the mails could be landed at the last-mentioned port in twenty-seven days, as against thirty-one by the Suez route. There would thus be a gain of four days in the case of Sydney, and of something less in the case of other principal ports of the Commonwealth. There would appear to be no difficulty about the rapid transit of the mails to Valparaiso. The provision of a fast service from the Chilean port to Sydney is another matter. It must be admitted, however, that the probabilities of the employment of the Valparaiso route are rather remote. The Commonwealth mail contract with the Orient Company runs, for example, till 1920, having only just come into force. The mail contract of the P. & O. Company with the Imperial Government was only lately renewed. The importance of Lord Crewe's despatch at the present moment seems to lie chiefly in the reminder that mail routes are not necessarily permanent. The opening of the Panama Canal, for example, might conceivably offer advantages over both the Suez and Valparaiso routes. Again, there is the question as to how far the railway will supersede the steamship. To-day the quickest mail route to the Far East is, of course, by way of the

Siberian Railway, which has largely eaten into the passenger business of some of the shipping companies. The Australians already have an idea "not one day the quickest method of getting mails to Europe will be to despatch them by some point in South-East Asia, whence they will be carried to their destination by rail."

The contract for making the new graving-dock which is to be constructed at Portsmouth for accommodating the largest type of battleship has been placed with Messrs. Morrison & Mason, of Glasgow. The firm already have a Government contract at Portsmouth for making the large locks leading from the basins there to the sea. The cost of the locks will be about £1,000,000, and that of the graving dock about £500,000. The dock will be about 1,000 ft. long and 100 ft. broad, and will have a depth on the sill of about 35 ft. The dock is to be completed within four years from the date of the contract.

COMPANY REPORT.

THE "STAR" FERRY COMPANY, LIMITED.

The report is as follows:—
The Directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the year ending 30th April, 1910.

The net earnings of the boats, after paying all working expenses and providing for a loss of \$13,288.18 on subsidiary income, amounted to \$41,875.05, as against \$38,563.58 the previous year.

The amount at credit of Profit and Loss account, after paying for repairs, allowing for directors' and auditors' fees and placing \$6,850.00 to credit of insurance fund, is \$36,159.14, which, with the approval of shareholders, it is proposed to appropriate as follows:—
To write off boats ... \$17,000.00
To pay a dividend of 7 per cent. from working profits ... 10,500.00
To pay a bonus of 5 per cent. from interest account ... 7,500.00
To carry forward ... 1,159.14
\$36,159.14

DIRECTORS.

Mr. E. Shellim joined the board in place of Mr. G. Friedman, resigned.
Mr. J. W. C. Bonnar, Mr. J. Bandow, and the Hon. Mr. H. Kewrick joined the Board in place of Mr. E. Shellim, Sir C. P. Chatter, C.M.G., and Hon. Mr. W. J. Gresson, resigned.

In accordance with the Articles of Association Mr. J. W. C. Bonnar retires, but offers himself for re-election.

AUDITOR.

Mr. W. H. Potts has audited the accounts now presented and offers himself for re-election.
J. W. C. BONNAR, Chairman.

Hongkong, 14th May, 1910.

BALANCE SHEET 30TH APRIL, 1910.

| | |
|-------------------------------|--------------|
| To Capital— | |
| 10,000 shares at \$10 each | \$100,000.00 |
| 10,000 shares at \$10 each | \$100,000.00 |
| \$5 paid up | 50,000.00 |
| To Reserve fund | 65,000.00 |
| To Insurance fund | 55,830.89 |
| To undivided dividends | 1,035.00 |
| To Accounts payable | 3,050.04 |
| To balance of profit and loss | 36,159.14 |
| | \$311,075.07 |

ASSETS.

| | |
|---|--------------|
| By value of boats, as per last account | \$147,000.00 |
| By less written off | 10,000.00 |
| | \$137,000.00 |
| By Accounts receivable | 5,559.27 |
| By Hongkong & Shanghai Banking Corporation | 4,389.80 |
| By Hongkong & Shanghai Banking Corporation No. 2 account | 1,035.00 |
| By Hongkong and Kowloon Wharf & Godown Company, Limited, loan | 155,000.00 |
| | \$311,075.07 |

PROFIT AND LOSS ACCOUNT.

| | |
|-------------------------------------|-------------|
| To ordinary repairs and alterations | \$ 9,904.82 |
| To Insurance fund | 6,850.00 |
| To Directors' and auditors' fees | 1,100.00 |
| To balance | 36,159.14 |
| | \$54,013.96 |
| By balance from last account | \$ 3,121.43 |
| By net earnings of boats | 41,875.05 |
| By interest | 8,816.98 |
| By scrip fees | 43.00 |
| By undivided dividends | 157.50 |
| | \$54,013.96 |

INSURANCE FUND.

| | |
|------------------------------|-------------|
| To balance forward | \$55,830.89 |
| | \$55,830.89 |
| By balance from last account | \$49,980.89 |
| By profit and loss account | 6,850.00 |
| | \$55,830.89 |

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 16th at 12.05 p.m.—Except over S. Japan and the Leuchon the barometer has risen generally, particularly over N. China and N.E. Japan.

A slight depression appears to be moving Eastwards over the Sea of Japan, and the pressure is now high over N. China.
High pressure also covers the Pacific to the Eastwards of the Bonins.
Moderate to fresh N.E. and E. winds may be expected in the Forrester Channel and over the northern shores of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (°) N.E. winds, fresh.
South coast of China between Same as No. 1.
Hongkong and Lamoch. Same as No. 1.
South coast of China between Same as No. 1.
Hongkong and Hainan. Same as No. 1.
(°) E. winds, moderate or fresh; fine at first, unsettled latter, probably thunder showers.

LOCAL SPORT.

HONGKONG TENNIS LEAGUE.

SATURDAY'S RESULTS.

Queen's College beat Takook by 59 games to 43.
Kowloon C. C. Chinese Y.M.C.A.—Brewer and Zedellus beat Ko Po Sham and Ng Sa Yuen 8-5; beat F. H. Mohler and Wong Po Kung 6-5; Wong Po Kai and Wei Wing Lok 7-4; Green and Choo beat Ko Po Sham and Ng Sa Yuen 8-5; beat Wong Po Kai and Wei Wing Lok 7-4; lost to F. M. Mohler and Wong Po Kung 5-6; Weaver and Mead lost to F. M. Mohler and Wong Po Kung 4-7; lost to Wong Po Kai and Wei Wing Lok 3-8; beat Ko Po Sham and Ng Sa Yuen 10-1. Kowloon won 58 games to 51.
Craigiepower beat Wigwam by 68 games to 51.

Watsons' European Y.M.C.A.—Hickling and Edwards beat Clark and Miller 6-5; beat Taylor and Phillips 10-1; beat H. Rapp and F. Rapp 8-3; Joceland and Le Breton beat Clark and Miller 9-2; lost to Taylor and Phillips 5-6; lost to H. Rapp and F. Rapp 4-7. Storey and Penfold beat Clark and Miller 7-4; lost to Taylor and Phillips 1-10; lost to H. Rapp and F. Rapp 5-6. Y.M.C.A. 55; Watsons, 44.

THE CHRISTIAN BROTHERS.

FEAST CELEBRATED IN HONGKONG.

On Sunday at the Roman Catholic Cathedral and St. Joseph's College, the Feast of St. John Baptist de la Salle, founder of the Institute of the Brothers of the Christian Schools, was celebrated with the usual solemnity which the occasion demanded. In the evening a special service was held in the Cathedral in the presence of a large number of the past and present pupils of St. Joseph's College. During the service Rev. Father Spada, acting Rector of the Cathedral, delivered an eloquent panegyric on the great popular educator of the eighteenth century and the founder of the system of education which obtains in nearly all countries at the present day. In the course of his sermon the rev. preacher said that St. John Baptist de la Salle was one of those men whose names stand out on the pages of history as a landmark of the progress of civilization, and a testimony to the lasting character of their work. St. John Baptist de la Salle was born at a time when the education of the masses was considered destructive of the framework of society. It was a time when education was the inheritance of the rich alone, and the poor man's son had no more right to aspire to the benefits of education than he had to make his voice heard in the Council of the nation. St. John Baptist de la Salle established schools where rich and poor alike could enjoy the untold benefits of a good education, and where young men could receive the necessary training to fit them for the great battle of life. Before his death there were no fewer than thirty large and flourishing educational establishments conducted by the Brothers. The little plant which 200 years ago flourished on the fertile soil of France is to-day an immense tree which spreads its giant branches all over the world, sheltering under its mighty arms all classes and conditions of people. The rev. preacher concluded his sermon with a touching appeal to the great patron of youth, praying him to continue his fostering care of the work which he loved so dearly on earth, and which is still such a power for good in this cold twentieth century.

After the sermon, a solemn benediction was given by his Lordship Mgr. Perzoni, assisted by Rev. Father Augustin, Rector of St. Joseph's Church, and Rev. T. Fan. The College choir mastered strong on this occasion, and was heard at its best.
When the service was concluded, the Bishop, accompanied by Rev. Father Spada, Rev. Father Augustin, and representatives of the past pupils visited the College. Rev. Father Augustin, on behalf of the Bishop proposed a toast, which was suitably responded to by the Director, Rev. Brother Christian. Everything was very successfully carried out, and the day was thoroughly enjoyed by all.

PARCEL POST TO THE FAR EAST.

The present working of the parcel post to the Far East is not satisfactory, as we (Commercial Intelligence) have ourselves experienced in connection with the dispatch of a "copy" and advertising blocks for the production of our special delivery in Shanghai, for example, in seventeen to eighteen days after posting in Great Britain, whereas samples or other parcels to which the correspondence may refer arrive nearly three weeks later. So far as Japan is concerned, even this system of transmission is confined to the Japanese Post Office. The minute of the China and Far East Committee of the Manchester Chamber of Commerce submitted at the last meeting recommended the directors to urge upon the Postmaster-General the great desirability of arranging such modifications in the postal system between Great Britain and the Empire of Japan and China as would permit of the rapid dispatch of sample-packets and at a cost more proportionate to their size. The present minimum charge for samples is 6s.

THE CHINA SQUADRON.

According to a Portsmouth correspondent, some naval changes are impending, including the strengthening of the British fleet in the Far East. For some time past the latter has been a vice-admiral's command, half a dozen cruisers being directly under control of the flag officer in charge of the Eastern Fleet. Besides a number of smaller vessels, it is understood, however, that as soon as the new Dreadnoughts, *St. Vincent* and *Colingwood*, are commissioned, and the First Division of the Home Fleet, the pre-Dreadnoughts, *Lord Nelson* and *Agincourt*, will be detached to the Mediterranean Fleet from which the battleships *Triumph* and *Swiftsure* will be detached in order to proceed to Far Eastern waters, to strengthen the China command, this being the first step in the fulfilment of the proposal to increase once more the British naval strength in the Pacific.

A SHANGHAI FATALITY.

It is with sincere regret that we (N.C.O. Daily News) have to record the death by drowning of Capt. David Marshall Hay, master of the P. & O. tender *Guttag* and one of the best known and most popular members of the shipping community. It appears that on Wednesday night Capt. Hay visited a cinematograph entertainment, in company with some friends, and shortly after midnight took a ricksha to the Chaochow Road jetty. There he engaged a sampan to convey him to the tender *Guttag*, which was anchored on the Pooking side of the river. There was a very strong flood tide running at the time, and on reaching the tender, the sampan-man had to turn his headstrop to get alongside the gangway. The sampan struck hard against the tender, just as Captain Hay had put his hand on the gunwale of the tender and was about to step on board, and almost immediately the sampan was capsized, and the ill-fated captain was thrown into the river. The crew of the tender *Guttag*, who were on duty at the time, endeavored to help and at once attempted to render assistance by throwing life-buoys out. The sampan-man was rescued and taken on board the *Vulcan*, but nothing further was seen of Captain Hay, and it is presumed that his body was carried underneath the lighters which were tied up alongside the tender. Information was given at once to the River Police, who through the following morning made a search for the body, but without success. The drowned sampan was found wedged between the propeller-blades of the tender *Victoria* and the lighters.
The deceased had been in the service of the P. & O. Company for a great number of years, and prior to his arrival in Shanghai in July, 1891, held the rank of gunner on board the Company's str. *Arcton*. Born at Greenock, Scotland, he had just attained the age of fifty years, and had intended to retire his military career, and was popular with and respected by all with whom he came in contact. The greatest sympathy is extended to his widow, his mother and his only son, all of whom are at Home.

CHANGSHA AND ITS INHABITANTS.

Twelve years ago, writes a *Times* correspondent, Changsha was almost unknown to Europeans. Although a city of importance, with a population variously estimated at from 300,000 to half a million, the capital of the large province of Hunan, and possessed of great commercial capabilities, it was quite shut out from Western men owing to Chinese exclusiveness, which had there probably attained its maximum development. Neither Baron von Richthofen nor the other European travellers, had been allowed by the Chinese to land there. The province of Hunan had thus earned the title of the "closed province," and Changsha, though only 200 miles from Hankow, almost rivalled Lhasa in its opposition to foreigners, a spirit which was so strong that even the presence of Chinese from other provinces was resented. The first "foreign devil" to visit Changsha, would appear to have been the late Mr. Mortimer O'Sullivan, who was sent there by the British Legation in 1897-98. He reported that he found Hunan "a hotbed of conservatism and anti-foreign feeling," though a more tolerant attitude was manifested at the western capital than at Changsha. It was only at the point of the bayonet, so to speak, that telegraph poles had been erected, though curiously enough electric lighting was very soon appreciated and was installed at the Governor's residence, while over 100 shops had at that time provided installation.

When the late Emperor first came into power he appointed as Governor of Hunan a liberal and advanced official named Cheng Po-Cheng, who endeavored to overcome the antipathy of the Hunanese to foreigners. He founded what are called foreign schools, where science and modern subjects are taught, inviting Chinese teachers to come from Shanghai for the purpose, and it was he who installed the electric light and telegraph lines. But when the Emperor's Dowager took the reins of government into her hands, Pao-Cheng was dismissed and Yü-Lien-Shan, a Conservative, took his place and proceeded to undo nearly all that his predecessor had done. Of late years the advent of British missionaries and the foundation of a Consulate have done something to modify the anti-foreign feeling, but the populace retain a good deal of their intolerance and xenophobia.
A later traveller, Captain Harfield, says that Changsha extends nearly two miles along the right bank of the Yangtze, with a population of over 250,000 to 300,000, the busy part of the city being about two miles from the northern point. The city boasts many beautiful temples and numerous schools, including 16 high schools, two military academies, and a great many private schools. Its commerce absorbs a third of the foreign imports into the province of Hunan, which come from Europe, America, and Japan, and consist of an extraordinary variety of goods.

FOREIGNERS AT CHINA'S UNIVERSITY.

The Foreign Office have received a memorial embodying a proposal, which has been approved by the Emperor of China, for the admission of foreigners to the courses on Ancient Chinese at the University of Peking. The memorial is an extract from the *Shen Bao*, a Chinese paper, and is signed by the Chinese Minister at London. It is dated 1st March, 1910, and is addressed to the Foreign Office. It states that the Chinese Government is desirous of opening up the University of Peking to foreigners, and of admitting to the courses on Ancient Chinese, which are the only ones in which the Chinese language is taught. It is suggested that the courses should be opened up to foreigners, and that the Chinese Government should be prepared to receive foreigners on the same terms as the Chinese.

BRITISH FIRM SUPPLIES RUSSIAN RAILS.

The tenders received for the large contract to supply the southern section of the Tientsin-Pukow railway with rails, fish plates, dog spikes, and fish bolts were recently opened, and the contract has been awarded to Messrs. Matheson & Co., Ltd., of Glasgow. The contract is for the supply of 25,000 tons of rails, 25,000 tons of fish plates, 25,000 tons of dog spikes, and 25,000 tons of fish bolts. The contract is for the supply of 25,000 tons of rails, 25,000 tons of fish plates, 25,000 tons of dog spikes, and 25,000 tons of fish bolts. The contract is for the supply of 25,000 tons of rails, 25,000 tons of fish plates, 25,000 tons of dog spikes, and 25,000 tons of fish bolts.

A PARALYSED FOREIGN OFFICE.

The views to which we have recently given expression find confirmation in the following remarks from *The Globe*:—
More and more as time goes on there is reason to distrust the foreign policy of Sir Edward Grey in Far Eastern matters; and while legitimate commercial interests are far from satisfied with his action—or rather lack of action—in Chinese affairs, many more view with concern his hesitating tendency to avoid all trouble and initiative and responsibility, even at the expense of a very considerable sacrifice of British interests. His extraordinary weakness over the Chenchow-Aigun Railway question will serve as a case in point; and it is perfectly evident that, although British merchants have obtained a good proportion of the total trade of Manchuria, their Government will do nothing to help them in the House of Commons, the Foreign Secretary cannot select this field (the Chenchow-Aigun scheme) as a suitable one for diplomatic interference. They would probably put forward a similar excuse in any other case where they had no desire to take action. Those who have followed Sir Edward Grey's recent record in this matter are indeed beginning to ask themselves whether he really understands the questions with which he is supposed to be dealing. They have long since given up the idea that he was a strong Foreign Secretary, although that delusion still lurks in a few uninformed quarters; but they would be glad of some sign that he is aware when great interests are at stake, and that he will use such influence as remains to him to support the work of Britishers in the Far East. For some months past, a kind of paralysis seems to have descended on the Foreign Office and all connected with it.

INADEQUATE EASTERN SALARIES.

The *Engineer* (London) of the 8th ult. contains two advertisements for draughtsmen for Singapore. One notice states that the advertiser wants a man with "a thorough experience of general engineering, marine and land work; and must be an expert calculator and accustomed to estimating; sobriety essential; also a knowledge of steel building construction works, such as roofs, bridges, etc.; must be an expert calculator and accustomed to take out quantities for estimating; sobriety essential." The other qualifications, salary, etc., are similar to those specified in the other advertisement.
A man drawing from £2 to £3 a week at Home might think a commencing salary of £20 a month a princely income, but £170 odd a month for a European living in this Colony is really very little, and it is no wonder that, when young men come out here on such terms, and find they have been deceived, they should occasionally "go to the dogs"—a fact of which the advertisers seem to be well aware as they stipulate "Sobriety essential."
The Municipal Commissioners of Penang, who once imported a draughtsman on a small salary, got out of the difficulty, as it were, by putting him to attend to checking the roll call of scavenging coolies, etc., for which the knight of the T-square received a special monthly allowance of \$50. This was subsequently incorporated with his salary, and the faces of a separate allowance discontinued though the officer in question continues to do outdoor work. —*Penny Gazette*.

OIL DEPOT FOR HONGKONG.

The fact of it having been considered necessary to provide for additional tanks at Portland for the storage of oil fuel affords further evidence of the progress of this commodity to naval purposes. Depots have already been established at Portsmouth, Plymouth, Sheerness, Dover, Portland, Harbourside, Gibraltar, and Malta, and provision is made in the current Estimates for one at Hongkong as well as for adding to the equipment of those at the Home ports. When these improvements are completed it will be possible to "oil" warships quite as rapidly as they are now coalled. Moreover, everything points to further development in the use of oil fuel in the Navy, as is shown by the requirements of the Fleet being now estimated to exceed one million tons per annum, which is equivalent to a fortieth part of the world's total production. For the present, the requirements of the British Fleet are guaranteed by the encouragement which the Admiralty have given to the Scottish oil industry and the yield from some of the colonies, but it is practically certain to be made up on all available resources, it seems to be innumerable upon the naval authorities to develop the national output with the least possible delay.

TO THE FAR EAST.

AN IMPROVED TRAIN SERVICE.

The Russian railway authorities have decided to make greater efforts to attract the steady travellers who wish to travel to the United States and Australia across Asia or by way of the Far East. To this end the Siberian Express train now runs from the European Russian frontier to Vladivostok with only two changes of carriage en route; these changes are at Moscow and again at Irkutsk. The usually troublesome and vexatious formalities connected with the passport and the Customs officials have been simplified; telegrams can now be sent in certain foreign languages with greater ease and accuracy, and foreign money is taken in the restaurant cars. In addition, there are other improvements, which will make the long overland journey to the Far East much pleasanter.

CONSOLS IN THE DEPTHS.

LOWEST PRICE FOR OVER SIXTY YEARS.

Consols changed hands at 80½ on April 25th. This, apart from the same low level touched in 1907, is the lowest price for more than sixty years. The immediate cause of the low price is the financial trouble, involving an abnormal addition to the floating debt, the suspension of the Sinking Fund, a wholesale collection of delayed taxes, and a consequent tightening of money rates.
But for years there have been depressing influences at work on the premier security, such as the throwing open of so many Colonial securities for the investment of trust funds, the enormous increase in the supply of what are practically gilt-edged securities by the creation of huge municipal debts, and the issue of Government loans to provide for war expenditure.

WAS IN DESPAIR OVER RINGWORM.

Caused by an Infected Razor—
Spread Over Neck and Chin—
Prescription Made No Impression—
on It—Lasted for Six Months.

NOW FREE—HAS HIGH PRAISE FOR CUTICURA.

"I am very glad to tell of the skin trouble I suffered from for quite six months. I went to a barber's and had through a dirty razor or brush which must have previously been used on a customer who was suffering from a skin disease, I caught ringworm. It covered my neck and chin and no sooner did I get rid of it in one spot, when it came out again in another place worse than ever. I was beginning to utterly despair of a cure and I greatly feared I should have to wear a mask for the rest of my life. All my doctor's ointment seemed useless as it made little or no impression on the disease. At last I tried using Cuticura Soap and Cuticura Ointment. I daily used these for about two months and I noticed a very marked improvement in the disease. The large ring began to get much lighter in color and the skin had a much more healthy appearance. And now, after three months, I may say I am cured. I still continue to use Cuticura Soap and also Cuticura Ointment in very small quantities. I shall always recommend the Cuticura Remedies to all my friends needing a skin cure and, although I sometimes doubt a great many so-called 'skin-cures' I call Cuticura very genuine and most useful." Henry J. Moxon (St. John's Coll., Camb.), 9, Devonshire St., Brighton, England, Sept. 19, 1908.

BABIES CURED OF Torturing, Disfiguring Humours by Cuticura.

The suffering which Cuticura Soap and Cuticura Ointment have alleviated among skin-tormented, disfigured infants and children, and the comfort they have afforded worn-out and worried parents have led to their adoption in countless homes as the best treatment for all humours of the skin.
Cuticura Remedies are sold wherever the British flag flies. Agents: Messrs. J. E. & F. C. Cuticura, Ltd., 1, Abchurch Lane, London, E.C. 4. Sole Importers: Messrs. J. E. & F. C. Cuticura, Ltd., 1, Abchurch Lane, London, E.C. 4. Sole Importers: Messrs. J. E. & F. C. Cuticura, Ltd., 1, Abchurch Lane, London, E.C. 4.

KORE FOREIGN TRADE.

THE SHARE ACCORDING TO NATIONALITY.

The following official figures have been published by the Kobe Customs-house showing the value of the trade done at Kobe for last year by merchants of each nationality:

| | EXPORTS | IMPORTS |
|-----------------------|--------------|--------------|
| Japanese | ¥105,620,000 | ¥105,245,000 |
| British | 17,557,000 | 30,150,000 |
| Chinese | 15,610,000 | 14,183,000 |
| German | 14,002,000 | 19,938,000 |
| Americans | 8,130,000 | 6,550,000 |
| French | 1,274,000 | 2,582,000 |
| Swiss | 1,000 | 1,000 |
| Dutch | 253,000 | 229,000 |
| Spaniards | 128,000 | 35,000 |
| Italians | 94,000 | 4,000 |
| Danes | 84,000 | 5,000 |
| Australians | 59,000 | 144,000 |
| Portuguese | 49,000 | 23,000 |
| Unknown, parcels post | 253,000 | 23,000 |

¥100,000 = £1,000,000

The percentage of the value of the trade done by merchants of the principal nationalities each year during the past three years is given as follows:

| | 1907. | 1908. | 1909. |
|-----------|-------|-------|-------|
| Japanese | 38.2 | 40.3 | 43.4 |
| Chinese | 16.1 | 16.2 | 15.5 |
| British | 16.0 | 14.9 | 17.0 |
| German | 20.6 | 17.7 | 13.9 |
| Americans | 6.6 | 9.1 | 8.1 |
| French | 0.9 | 1.4 | 1.3 |

| | 1907. | 1908. | 1909. |
|-----------|-------|-------|-------|
| Japanese | 55.7 | 57.7 | 59.3 |
| Chinese | 8.1 | 7.8 | 7.7 |
| British | 16.6 | 16.7 | 16.4 |
| German | 12.8 | 10.5 | 10.8 |
| Americans | 5.1 | 4.9 | 3.6 |
| French | 0.6 | 1.3 | 1.4 |

DREADNOUGHT SKATING RINK?

STORY OF A BATTLESHIP'S POLISHED DECK.

The strange story has been circulated that a roller skating rink has found a place on the new Dreadnought *Vanguard*, which was commissioned last month, and which left Plymouth Sound recently to test her gun rights before joining the Home Fleet.

Before leaving she was inspected in the Sound by Admiral Sir Wilmot Fawcett, Naval Commander-in-Chief, who was a guest of the ship. During the inspection the appearance of the decks was the subject of special admiration, they being polished by a new electrical contrivance, which is a great improvement upon the old laborious system of holystoning.

It is stated that an unusually large area of the deck space has been reserved for the use of the officers, the men being confined to an extremely limited space, where in their leisure hours they are inconveniently crowded. This is alleged to be causing discontent among the ship's company, especially as the allegation is made that the object in reserving so large a space for the quarter-deck, and the polishing apparatus so finely, is to provide a skating rink for the officers.

As the ship is now at sea it is impossible to ascertain exactly what degree of truth there is in this allegation. Naval officers, interviewed on the subject, regard it as an inconceivable and pointed thing can be even contemplated, and pointed out that the ship is a warship, and that the object of the ship is to fight, and not to provide a skating rink for the officers.

On the other hand, it is considered highly probable that the men are rigidly excluded from the quarter-deck, especially in view of the fine surface produced by the new electrical treatment, and it is possible that in the division of the available deck space between officers and men the blue-jackets may have a grievance.

THE DALAI LAMA.

It is stated that the Dalai Lama will probably visit St. Petersburg in the course of the next two months.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address: PRESS CODES: A.B.C. 6th St. Lieber's.

NEW ADVERTISEMENTS

NOTICE.

WE have This Day authorized Mr. H. SCHIERENBERG to Sign our Firm per Procuration.

FEED. BORNEMANN & Co.
Hongkong, 15th May, 1910. [640]

NORTH CHINA INSURANCE CO., LIMITED.

MR. SYDNEY J. CHINCHEN has taken Charge of the Hongkong Branch of the above Company from This Date.

By Order of the Court of Directors.
Hongkong, 17th May, 1910. [641]

NOTICE OF REMOVAL.

WE have This Day REMOVED our Office to 5, QUEEN'S BUILDINGS, CHATER ROAD, hitherto occupied by the National Bank of China.

E. S. KADOORIE & Co.
Hongkong, 14th May, 1910. [638]

WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK (Chinese). Must be proficient in English and quick at figures. Only Experienced typists need apply.

MANAGER,
Care of "Daily Press" Office.
Hongkong, 6th May, 1910. [610]

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from

SIEMSEN & Co.,
(Machinery Dept.), Hongkong,
Sole Agents.

Hongkong, 8th December, 1909. [1494]

THE SWATOW DRAWN WORK Co.

17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Cotton Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

GRACA & CO.

27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Pictures and Paintings, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection invited. [475]

DAVID COBSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG BLANK
RELIANCE CROWN
TARPAULING
AENHOLD, KARBURG & CO
Sole Agents.

[1535]

BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.

SYPHONS ... at \$2.00 each.

BULES ... at 0.50 per box.

WHOLESALE BUYERS:

Can obtain at London price from

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS
246 and 248, Des Voux Road, Central,
Hongkong.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from the LABUAN COAL FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mine Steamers load at the Wharves. Quick despatch.

Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [629]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42395 to 42399 and No. 2161 for Five Shares Numbered 42399 to 42404 standing in the Register in the name of JOSEPH MARVIN, MVR of Hongkong having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELTON HOOPER,
Secretary.
Hongkong, 22nd April, 1910. [558]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE (Pink) No. 272 for the Balance of Intrinsic Value as on the 31st December, 1908, between One Share of the UNION INSURANCE SOCIETY OF CANTON, LTD., and Ten Shares of the CHINA TRADING INSURANCE COMPANY, LTD., Registered in the name of JOSEPH WILLIAM CASHIN, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 15th August, 1910, a NEW CERTIFICATE in respect thereof will be issued, and the old Certificate thereafter be held by the Society as Null and Void.

By Order of the Board of Directors,
JAMES WHITTALL,
Acting Secretary.
Hongkong, 13th May, 1910. [630]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

SIEMSEN & Co.,
Agents.
Hongkong, 14th December, 1909. [1519]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF.

LAMB.

MUTTON.

RABBITS

AND HARES.

MITSU BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet.
Length on Blocks ... 714 "
Width of Entrance on Top ... 963 "
Width of Entrance on Bottom ... 884 "
Water on Blocks at Spring Tide ... 34 "

DOCK No. 1.
Extreme Length ... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 88 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.
Extreme Length ... 371 feet.
Length on Blocks ... 361 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

1905

TO LET.

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voux Road, Central,
Hongkong, 3rd May, 1910. [363]

TO LET.

66 HARPERVILLE "GARDEN ROAD." LARGE HOUSE, with Tennis Court and detached Servants' Quarters. Electric Light.

Apply to—
PERCY SMITH & BETH,
5, Queen's Road Central,
Hongkong, 4th May, 1910. [596]

TO LET

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [325]

TO LET.

NO. 49, POTTINGER STREET.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voux Road Central,
Hongkong, 22nd April, 1910. [555]

TO LET.

FIRST FLOOR of No. 4, Des Voux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office. One GODOWN in Mason's Lane.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [90]

TO LET.

OFFICES in Des Voux Road, Central.

Apply to—
Messrs. PERCY SMITH & BETH,
5, Queen's Road,
Hongkong, 22nd March, 1910. [440]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [89]

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, NEW 5-Roomed House.

GODOWN D, in DUNDRELL STREET. ONE SMALL GODOWN, in DUNDRELL STREET.

A 7-ROOMED HOUSE in MacDONNELL ROAD, (Hongkong), with Garden, from 1st July or earlier.

No. 71, WYNDHAM STREET. ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.

From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon Club.

No. 3, DES VOUX VILLAS, PRAYA. Newly done up.

Nos. 19 and 23, BELILIOS TERRACE, newly painted and colour washed, cheap rental.

No. 9, BEACONFIELD ARCADE (Shop). BEACONFIELD ARCADE, 1 Room on 1st Floor, suitable for Office.

PREMISES at SAKKUN, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE—FOR CASH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 4th May, 1910. [91]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [88]

TO LET.

NEW AND COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwai, Area 95,200 square feet with 250 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [474]

TO LET.

NO. 4, BARROW TERRACE, Kowloon.

Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, 10th March, 1910. [383]

TO LET.

A HOUSE in Wong Nei Chong Road.

GODOWNS, PRAYA EAST, formerly occupied by M.R.C.

A HOUSE in Chien Gardens.

OFFICES in 15, Des Voux Road Central, "DARTMOOR," No. 13, COMBITE ROAD. A HOUSE in HIFON TERRACE.

OFFICES in No. 2, Connaught Road, 3rd Floor.

No. 10, DES VOUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [87]

TO LET.

OFFICES, Hotel Mandarins.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 2nd February, 1910. [161]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction—

TO-MORROW (WEDNESDAY), the 18th May, 1910, at 11 A.M., at No. 16, Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon.

(FOR ACCOUNT OF THE CONCERNED), 679 Bales RAW SILK, More or Less Damaged by Sea Water, or as a "GUMBER."

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 11th May, 1910. [627]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$5, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [38]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000.

RESERVE FUND ... about Mex. \$7,222,222.

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.

For 6 " 4 " " "

For 3 " 3 " " "

No. 9, Queen's Road, Central, Hongkong.

N. S. MARSHALL,
Manager.
Hongkong, 1st May, 1910. [556]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [19]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).

Subscribed Capital Fl. 12,379,100 (£1,031,500).

Reserve Fund Fl. 2,754,336.09 (£229,528).

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEANES BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

12 months 4 1/2 per cent. per annum.

6 do. 4 " " "

3 do. 3 " " "

C. WOLDEINGH, Manager.

No. 15, Des Voux Road Central.

Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Ten 5,000,000

Reserve Fund ... Ten 1,710,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENTS:

Amoy, Swatow, Tientsin, Hankow, Shanghai, Peking, Yokohama, Kobe, Canton, Hongkong, etc.

HONGKONG OFFICE:

3, Des Voux Road.

On Fixed Deposits:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. B. M. SMITH,
Chief Manager.

Hongkong, 7th May, 1910. [591]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,600,000

RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits for 12 months 4 per cent.

for 6 " 3 " "

for 3 " 2 " "

WM. DICKSON,
Manager.

Hongkong, 27th April, 1910. [107]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Tels 7,5

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|------------------------------------|----------------------------|-------------------|----------------------------|
| STRAITS, COLOMBO, PORT NIORE | SAID, MARSHALLS and LONDON | 10 A.M., 18th May | Freight and Passage. |
| SHANGHAI, NAGASAKI, KOBÉ and YOKO. | SIMLA | 10 A.M., 19th May | Freight and Passage. |
| SHANGHAI | ASSAYE | About 26th May | Freight and Passage. |
| LONDON via USUAL PORTS | DEVANHA | Noon, 28th May | See Special Advertisement. |

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 17th May, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|------------|----------------------|
| MANILA | "TAMING" | On 17th May, 3 P.M. |
| NINGPO and SHANGHAI | "KWANGSE" | On 17th May, 4 P.M. |
| SHANGHAI | "ANHUI" | On 19th May, 4 P.M. |
| CHIEFOO and TIENTSIN | "CHINHUA" | On 22nd May, D'light |
| MANILA | "KUEICHOW" | On 22nd May, D'light |
| SHANGHAI | "TEAN" | On 24th May, 3 P.M. |
| MANILA | "CHENAN" | On 26th May, 4 P.M. |
| DAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHANGSHA" | On 26th May, 4 P.M. |
| SHANGHAI | "LINAN" | On 29th May, D'light |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHEYAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|-----------------------------|----------|------------------|
| SHANGHAI, YOKOHAMA and KOBÉ | "CANTON" | Middle of May. |
| MARSEILLES, COPENHAGEN and | "PEKING" | On 26th May. |
| GOTHENBURG | | |

For Further Particulars apply to

MELOHRS & CO.,

Hongkong, 4th May, 1910.

AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS COOKING.

| STEAMERS | FOR | LEAVING. |
|-----------|--------------------------|---------------------------------|
| "HAITAN" | AMOY and FOCHOW. | { WED'DAY, 18th May, at 9 A.M. |
| "HAINUN" | SWATOW | { WED'DAY, 18th May, at 10 A.M. |
| "HAIYANG" | SWATOW, AMOY and FOCHOW. | { FRIDAY, 20th May, at 10 A.M. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 17th May, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|-------------|----------------------------|
| SHANGHAI, KOBÉ & MOJI | "KUTSANG" | Tuesday, 17th May, 5 P.M. |
| SAMARANG & SOERABAYA | "AMARA" | Wed. day, 18th May, Noon. |
| SHANGHAI | "CHOYSANG" | Wed. day, 18th May, Noon. |
| TIENTSIN | "CHUPSHING" | Wed. day, 18th May, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "NAMANG" | Thursday, 19th May, Noon. |
| MANILA | "YUENSANG" | Thursday, 19th May, 4 P.M. |
| | "DOONGSANG" | Friday, 20th May, 4 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMANG" and "DOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGER

Hongkong, 17th May, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|----------------|--------|--------------------|
| ZAFIRO | 2540 | E. Rodger F... | Manila | On 21st May, Noon. |
| RUBI | 2540 | A. Fraser | Manila | On 28th May, Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & Co.,

General Managers.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| | |
|----------------------------------|------------|
| FOR SHANGHAI, KOBÉ and YOKOHAMA: | |
| S.S. SUEVIA | 18th May. |
| S.S. WESTPHALIA | 2nd June. |
| S.S. ARABIA | 15th June. |
| S.S. SCANDIA | 30th June. |
| S.S. SEGOVIA | 13th July. |
| S.S. SAKONIA | 28th July. |
| S.S. SLAVONIA | 10th Aug. |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 6th May, 1910.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETO., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

| | | |
|--------------------|-------------------|--------------------------|
| S.S. HONGKONG MARU | 11,000 tons gross | Sail June 25th, at Noon. |
| S.S. KITO MARU | 17,200 " | " Aug. 24th, at Noon. |
| S.S. BUYO MARU | 10,500 " | " Oct. 22nd, at Noon. |
| S.S. HONGKONG MARU | 11,000 " | " Dec. 21st, at Noon. |

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL-STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|--|-------------|-------|---------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | HIRANO MARU | 9,000 | WED'DAY, 25th May, at Daylight |
| | TANGO MARU | 9,000 | WED'DAY, 8th June, at Daylight |
| | KAMO MARU | 9,000 | WED'DAY, 22nd June, at Daylight |

| | | | |
|-------------------------|---------------|-------|---------------------------------|
| VICTORIA B.C. & SEATTLE | KAMAKURA MARU | 7,000 | SATURDAY, 18th June, from Kobe. |
|-------------------------|---------------|-------|---------------------------------|

| | | | |
|---|------------|-------|-------------------------------|
| VICTORIA, B.C. and SEATTLE, via KIELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA and SHIMIZU | TAMBA MARU | 7,000 | TUESDAY, 24th May, at 4 P.M. |
| | AWA MARU | 7,000 | TUESDAY, 21st June, at 4 P.M. |

| | | | |
|--|-------------|-------|-----------------------------|
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | KUMANO MARU | 6,000 | FRIDAY, 10th June, at Noon. |
| | YAWATA MARU | 5,000 | FRIDAY, 8th July, at Noon. |

| | | | |
|----------------------------------|-------------|-------|--------------------|
| BOMBAY via SINGAPORE and COLOMBO | WAKASA MARU | 7,000 | TUESDAY, 17th May. |
|----------------------------------|-------------|-------|--------------------|

| | | | |
|-------------------------|-----------|-------|--------------------|
| SHANGHAI, MOJI and KOBÉ | TOSA MARU | 6,000 | TUESDAY, 24th May. |
|-------------------------|-----------|-------|--------------------|

| | | | |
|-------------------|----------|-------|------------------------|
| KOBÉ and YOKOHAMA | AKI MARU | 7,000 | MONDAY, 30th May, A.M. |
|-------------------|----------|-------|------------------------|

| | | | |
|-----------------------------|-------------|-------|-----------------------------|
| NAGASAKI, KOBÉ and YOKOHAMA | YAWATA MARU | 5,000 | WED'DAY, 8th June, at Noon. |
|-----------------------------|-------------|-------|-----------------------------|

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

| | Yokohama Return | Kobe Return | Moji Return | Nagasaki Return |
|--|-----------------|-------------|-------------|-----------------|
|--|-----------------|-------------|-------------|-----------------|

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 6th May, 1910.

T. KUSUMOTO,

MANAGER.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES. |
|---|---------------------------------|-------------------|------------------------------|
| TACOMA via KEELEUNG, MOJI, KOBÉ and YOKO. | "CHICAGO MARU" Capt. I. Goto. | 6,182 | WED'DAY, 18th May, at Noon |
| HAMA | "TACOMA MARU" Capt. H. Yamamoto | 6,178 | WED'DAY, 15th June, at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|------------------------------------|--------------------------------|-------------------------------|
| SHANGHAI via SWATOW, AMOY & FOCHOW | "CHOSHUN MARU" Capt. T. SURUGA | THURSDAY, 19th May, at 8 A.M. |
| ANPING via SWATOW & AMOY | "SOSHU MARU" Capt. Y. YAMAMOTO | WED'DAY, 25th May, at 10 A.M. |

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "SOSHU MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION

PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION of 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET, YOKOHAMA.

7591

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST

SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BECK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

[537]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA, ADEN, EGYPT

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

Captain H. Powell, carrying Ho

Majesty's Mails, will be despatched from this

for Bombay, &c., on SATURDAY, the 28th

May, 1910, at Noon, taking passengers and

Cargo for the above ports in connection

with the Company's s.s. "CHINA," 7,912

tons, from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valuables, all cargo for France and

Tea for London (under arrangement) will be

transhipped at Colombo into the mail steamers

proceeding direct to Marseilles and London

other cargo for London, &c., will be conveyed

via Bombay by the R.M.S. "HIMALAYA," due

in London on the 10th July, 1910.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th May, 1910.

[1]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA

COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

"SURUGA" ... About 31st May.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 26th April, 1910.

[566]

STEAMERS PASSED THE CANAL.

April 22nd—Pereus, Priam, Shimosa, Simla,

Sunda, 26th—Beneluch, Benlmond, P. E.

Friedrich, 29th—Brigawia, Atmonon, Toloma-

shua, Kava, May 3rd—His Maru, Benlawa,

Indranachi, Penlaskishin, Persia, Sombia,

6th—Maita, Manila, Nippon, Ping Bay, West-

phalia, Yangtze, 10th—Boulid, Flinshire,

Ghazee, Glenturret, Sikh, Yorok, Indravelli,

13th—Armand Behic, Hyon, Miahima Maru,

RODI & WIENENBERGER PFORZHEIM I/B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELLERIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS,
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

34.4]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

TUESDAY, MAY 17TH.

Commencing on Tuesday, May 17th the new 5 cents receipt stamp will be on sale at the
Post Offices and stamp office. This stamp is not available for postage purposes. No 5 cents
postage stamps will be issued after May 19th.

The P.E. Friedrich, with the German mail of the 20th ult., left Singapore on Friday, the
13th inst. at noon, and may be expected here to-day, at 5 p.m.

| FOR | PER | DATE |
|--|------------------|-----------------------------|
| Swatow, Amoy and Foochow ... | Haitan ... | Tuesday, 17th, 9.00 A.M. |
| Singapore, Penang and Calcutta ... | C. Apcar ... | Tuesday, 17th, 11.00 A.M. |
| Shanghai, Kobe and Moji ... | Kaitang ... | Tuesday, 17th, 11.00 A.M. |
| Manila ... | Choyang ... | Tuesday, 17th, 11.00 A.M. |
| Hankow ... | Hongkong ... | Tuesday, 17th, 11.00 A.M. |
| Singapore, Colombo and Bombay ... | Sui Tai ... | Tuesday, 17th, 1.15 P.M. |
| Tientsin ... | Tammy ... | Tuesday, 17th, 2.00 P.M. |
| Ningpo and Shanghai ... | Wakasa Maru ... | Tuesday, 17th, 3.00 P.M. |
| Shanghai, Nagasaki, Kobe and Yokohama ... | Kwongso ... | Tuesday, 17th, 3.00 P.M. |
| Keelung, Moji, Kobe, Yokohama and Tacoma ... | Denbighshire ... | Tuesday, 17th, 3.00 P.M. |
| Samarang and Sourabaya ... | Chicago Maru ... | Wednesday, 18th, 10.00 A.M. |
| | Anara ... | Wednesday, 18th, 10.00 A.M. |

EUROPE, &c., India via Tuticorin ...
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents) ...
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.) ...

Manila ...
Shanghai, Yokohama and Kobe ...
Singapore, Penang and Calcutta ...
Manila ...
Shanghai ...
Swatow, Amoy and Foochow ...
Manila ...
Manila, Yip, Friedrich Wilhelmshafen,
Rabaul, Matupi, Brisbane, Sydney,
Hobart, Luncheon, New Zealand,
Dunedin, Melbourne, Adelaide, Perth
and Fremantle ...

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
HONOLULU & SAN FRANCISCO
SIBERIAN MAIL TO EUROPE ...

Manila ...
Manila ...
Chefoo and Tientsin ...

Shanghai ...
SIBERIAN MAIL TO EUROPE ...

Keelung, Shanghai, Moji, Kobe, Yokohama,
Shimoda, Yokohama, Victoria & Seattle ...
Manila ...
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
VICTORIA AND VANCOUVER (B.C.)
SIBERIAN MAIL TO EUROPE ...

EUROPE, &c., India via Tuticorin ...
(Late Letters 11.00 A.M. to NOON, Extra
Postage 10 cents) ...
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.) ...

Hatavia, Cheribon, Samarang, and Sourabaya ...
Shanghai ...
Manila, Zamboanga, Port Darwin, Thursday
Island, Cocktown, Cairns, Townsville,
Brisbane, Sydney, Hobart, Newcastle,
New Zealand, Melbourne, Adelaide,
Dunedin, Perth and Fremantle ...
Manila ...

SHANGHAI, NAGASAKI, KOBÉ, SHIMODA,
YOKOHAMA, HONOLULU, AND SAN
FRANCISCO
SIBERIAN MAIL TO EUROPE ...

**YOU WON'T BE SATISFIED
WITH THE SO-CALLED LAMPS
"JUST AS GOOD AS OSRAM."**

**"OSRAM" LAMPS
ARE**

BUY BRITISH GOODS AND

SAVE 70% OF YOUR ELECTRIC LIGHT BILL EVERY MONTH.
OSRAM LAMPS STOCKED IN

16, 32, 50, 100, 200 AND 400 CANDLE POWER.

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THE HONGKONG ELECTRIC CO., LTD.

THE DRAGON CYCLE CO.

F. BLACKHEAD & Co.

THE TSANG KWONG CO.

The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE.

IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80 PER 100
FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 13TH, 1910.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTA TIONS CASH. |
|---|-------------------|----------|----------|------------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$960, cal. & sol. |
| National Bank of China, Limited | 99,925 | 47 | 25 | \$76, buyers |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | \$10, buyers |
| China Borneo Company, Limited | 60,000 | \$12 | \$12 | \$11, sellers |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$2, sellers |
| China Provident, Loan & Mortgage Co., Ltd. | 200,000 | \$10 | \$10 | \$84, buyers |
| COTTON MILLS. | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 132. |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | Tls. 50 | Tls. 50 | \$64, sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 62. |
| Laon-Kung-Mow C. Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 74. |
| Soy Chee Cotton Spinning Co., Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 250. |
| DAIRY FARM COMPANY, LIMITED | 40,000 | \$7 1/2 | \$6 | \$19, buyers |
| DOCK AND WHARVES. | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$58, buyers |
| Hongkong & Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$60, sellers |
| New Amoy Dock Co., Limited | 50,000 | \$63 | \$63 | \$9, sellers |
| Shanghai Dock & Engineering Co., Ltd. | 50,000 | Tls. 100 | Tls. 100 | Tls. 77. |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | Tls. 100 | Tls. 122. |
| LEWIS & CO., LIMITED | 18,000 | \$25 | \$25 | \$10, sellers |
| GREEN ISLAND CEMENT CO., LIMITED | 400,000 | \$10 | \$10 | \$74. |
| HONGKONG AND CHINA GAS CO., LIMITED | 7,000 | \$10 | all | \$205. |
| HONGKONG ELECTRIC CO., LIMITED | 60,000 | \$10 | \$10 | \$20, sales |
| HONGKONG HOTEL COMPANY, LIMITED | 12,000 | \$50 | \$50 | \$107 1/2. |
| HONGKONG ICE COMPANY, LIMITED | 8,000 | \$25 | all | \$83 1/2. |
| HONGKONG ROPE MANUFACTURING CO., LIMITED | 5,000 | \$25 | all | \$150, sellers |
| INSURANCES. | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | \$177 1/2, sales |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$115, cal. & buy. |
| China Traders Insurance Co., Limited | 24,000 | \$53.33 | \$25 | \$37 1/2. |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$50 | \$345, buyers |
| North-China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 110. |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | \$840, sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$230. |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$102, sellers |
| Hampshire Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$84, sales |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$30 | \$30, buyers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 112. |
| West Point Building Co., Limited | 12,500 | \$50 | \$50 | \$40, sellers |
| Mining. | | | | |
| Société Française des Charbonnages du Tonkin | 16,000 | Fcs. 250 | all | \$625, buyers |
| Raub Australian Gold Mining Co., Ltd. | 200,000 | \$1 | 18/10 | \$18, buyers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$15, buyers |
| Philippine Co., Limited | 50,000 | \$10 | \$10 | \$160, buyers |
| REFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$178, sellers |
| Luzon Sugar Refining Co., Limited | 4,000 | \$100 | all | \$28, sellers |
| STEAMSHIP COMPANIES. | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | \$25 | \$8, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | \$15 | \$33, sellers |
| Hongkong, Canton & Macao S.B. Co., Ltd. | 20,000 | \$15 | \$15 | \$30, sellers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 def. | \$5 | all | 71 1/2, £6.10. |
| Shell Transport & Trading Co., Limited | 2,300,000 | \$1 | \$1 | 95, buyers |
| Star Ferry Company, Limited | 10,000 | \$10 | \$10 | \$26, sellers |
| South China Morning Post, Limited | 10,000 | \$10 | \$5 | \$144, sellers |
| Steam Laundry Company, Limited | 6,000 | \$25 | \$25 | \$25, buyers |
| STORES AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | \$7 | \$10. |
| Wm. Powell, Limited | 15,000 | \$7 | \$7 | \$3, sellers |
| Watkins, Limited | 10,000 | \$10 | \$10 | \$34, sellers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | \$10 | \$64, cal. & sol. |
| Weissmann, Limited | 3,000 | \$10 | \$10 | \$10, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 ordy. | \$10 | \$4 | \$114, sellers |
| Union Waterboat Co., Limited | 100 flots | \$10 | \$10 | \$300. |
| RUBBERS. | | | | |
| Singapore and Johore | — | — | — | \$22 (Str.) |
| Balgowale | — | — | — | \$22 (Sta.) |
| Pegohs | — | — | — | \$55 (Sta.) |
| Allgars | — | — | — | 31/6 |
| Anglo-Malays | — | — | — | 120/- |
| Cadfield, fully paid | — | — | — | 145/- |
| Highlands and Lowlands | — | — | — | 10/- prem. |
| Kamuning | — | — | — | 210/- |
| Kuala Lumpur | — | — | — | 100/- |
| Lebury's | — | — | — | 66/- |
| Linggis | — | — | — | 37/6 |
| Sapong | — | — | — | 25/- |
| Shelfords | — | — | — | 20/- |
| Sungei-Kapang | — | — | — | 135/- |
| United Serdanga | — | — | — | 80/- |
| Bukit Kajang | — | — | — | 45/- prem. |
| Eastern and International | — | — | — | 9/- |
| London Ventures | — | — | — | 13/- |
| Sumatra Farms | — | — | — | 7/- |
| Meridians | — | — | — | 100/- |
| Batu Tigas | — | — | — | — |

| Loans. | Amount. | Value. | Interest. | Quotation. |
|-----------------------|--------------|----------|-------------|------------|
| Chinese Imperial 1896 | Tls. 767,200 | Tls. 250 | 7% p. annum | Par |

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

| | |
|---|-----------------------|
| | May 14th. |
| ON LONDON:— | |
| Telegraphic Transfer | 1/9 1/2 |
| Bank Bills, on demand | 1/9 1/2 |
| Bank Bills, at 30 days' sight | 1/9 1/2 |
| Bank Bills, at 4 months' sight | 1/9 1/2 |
| Bank Bills, at 6 months' sight | 1/9 1/2 |
| Documentary Bills 4 months' sight/10 .. | 1/9 1/2 |
| ON PARIS:— | |
| Bank Bills, on demand | 227 |
| Credits, at 4 months' sight | 230 1/2 |
| ON GERMANY:— | |
| On demand | 184 |
| ON NEW YORK:— | |
| Bank Bills, on demand | 43 1/2 |
| Credits, at 60 days' sight | 44 1/2 |
| ON BOMBAY:— | |
| Telegraphic Transfer | 134 1/2 |
| Bank, on demand | 134 1/2 |
| ON CALCUTTA:— | |
| Telegraphic Transfer | 134 1/2 |
| Bank, on demand | 134 1/2 |
| ON SHANGHAI:— | |
| Bank, at sight | 74 1/2 |
| Private, 30 days' sight | 75 1/2 |
| ON YOKOHAMA:—On demand | 87 1/2 |
| ON MANILA:—On demand—Pesos | 88 |
| ON SINGAPORE:—On demand | 76 1/2 |
| ON BATAVIA:—On demand | 107 1/2 |
| ON HAIPHONG:—On demand | 3 1/2 p.m. |
| ON SAIGON:—On demand | 8 1/2 p.m. |
| BANGKOK, Bank's Buying Rate | \$11.10 |
| SOVEREIGNS, Bank's Buying Rate | \$11.10 |
| GOLD LEAF, 100 fine, per tael | \$38 |
| SILVER, per oz. | \$24 1/2 |
| SUBSIDIARY COINS. | |
| Chinese | 20 cents pieces |
| Chinese | 10 |
| Hongkong | 20 |
| Hongkong | 10 |

SIEMSEN & CO.,
Hongkong.
Machinery Dept.

**JUST RECEIVED:
ELECTRIC
FANS,**

for either
**Desk,
Wall,
Ceiling
or
Cabin,**

Suitable for
**HONGKONG, CANTON or
MACAO VOLTAGE,
With all Latest Improvements.**

[573]

OPTUM.

| | |
|----------------------|-------------------------|
| Quotations are:— | May 3rd. |
| Malwa New | \$2,700/2,750 per picul |
| Malwa Old | \$2,750/2,780 |
| Malwa Older | \$2,770/2,790 |
| Malwa V. Old | \$2,800/2,820 |
| Persian fine quality | \$1,400/1,500 |
| Persian extra fine | \$2,500/2,600 |
| Patna New | \$2,500 per chest |
| Patna Old | — |
| Benares New | \$2,500 |
| Benares Old | — |

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printing and material is generally nil.

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&
FILS,
BORDEAUX.**

CLARETS AND COGNACS.

FOR AGENTS APPLY TO

HUGO C. A. FROMM,
HAMBURG.

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